Q-346

SVE BULLETIN

SPECIAL VEHICLE ENGINEERING – BODY BUILDERS ADVISORY SERVICE

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TIRE PRESSURE MONITORING SYSTEM (TPMS) INFORMATION AND SECOND STAGE BODY MANUFACTURER OR VEHICLE UPFITTER GUIDELINES

REVISION	UPDATE	REVISION DATE
	Initial Release	8 / December / 2021

MODEL(S) AFFECTED:
E-SERIES, F-SERIES SUPER DUTY and TRANSIT Vehicles Equipped With TPMS

ISSUE / DESCRIPTION:
All vehicles built after September 01, 2007, conform to Standard FMVSS 138, Tire Pressure Monitoring System (TPMS) as provided by Ford Motor Company. Vehicles are equipped with tire pressure sensors only on the four road wheels (spare tire is ***not*** equipped with the wheel sensor and cannot be included in normal tire rotation - TPMS warning will be encountered if vehicle is driven with the spare tire in a road wheel position).

Vehicles manufactured in two or more stages, with a GVWR of 4536 kg [10,000 lb.] or less excluding dual rear wheel applications must conform to the guidelines in FMVSS 138. It is the responsibility of the vehicle upfitter or final stage manufacturer to ensure that FMVSS 138 conformance is met on the altered vehicle.

Guidelines / Information to be Used by Second Stage Body Manufacturers or Vehicle Upfitters

The Tire Pressure Monitoring System (TPMS) may not function or exhibit a reduced functionality if any of the following components are removed, relocated, or modified in any way:

- OEM wheels and tires
- Tire pressure sensors,
- Body Control Module (BCM) or Body Security Module
- Body Control Module (BCM) software and calibrations
- Radio Transceiver Module (RTM)
- Instrument Cluster (IC)
- Instrument Cluster (IC) software and calibrations
- Instrument panel wiring
- Wheelbases greater than originally released

Certain modifications could cause reduced system performance including the complete loss of TPMS functionality. This may include:

- Non-OEM wheels or tires
- The addition of steel carcass or run-flat tires
- Removal of tire pressure sensors, cradles or bands
- The lengthening of the wheelbase to a point where the rear sensors can no longer be heard by the BSM or RTM module. (vehicles certified at released wheelbases only)
- Modification of the vehicle's recommended tire pressure

- The addition of metallic structures that could interfere with radio signals from the sensors or prevent the Body Security Module or Radio Transceiver Module (RTM) from hearing the sensors:
    - part cages
    - roll bars
    - dump boxes
    - second unit bodies
    - The addition of unshielded wiring harnesses coupled to the OEM wiring
    - Modifications or re-location of the harness supplying the BSM or RTM module
    - The addition of intended or unintended transmitters to the vehicle

The Tire Pressure Monitoring System as delivered from the Ford Motor Company complies with part 15 of the FCC rules and with RS-210 of Industry Canada. Operation is subject to the following two conditions:

1) This device may not cause harmful interference, and
2) This device must accept any interference received, including interference that may cause undesired operation.

Refer to the Body Builder Layout Book for additional guidelines and recommendations. If you have any questions, please contact the Ford Body Builders Advisory Service as shown in the header of this bulletin.